

CHOICE
Amontillado
Sherry
\$16.00 per dozen.
H. PRICE & CO.,
458 12, Queen's Road.

One China Tail.

ESTABLISHED 1845.

JOSEPH
Gillott's
PENS.
Of Highest Quality & Having Great
Durability, are Therefore
CHEAPEST.
The only Award (Chicago, 1901).

No. 12,680

星期一月三十一年三月九日

HONGKONG, SATURDAY, NOVEMBER 14, 1903.

日六廿月九日

PRICE, \$3.00 Per Month

CHRISTMAS GIFTS FOR HOME FRIENDS.

CIGARS, TEA, SILVER, CURIOS, Etc., delivered at Home Address. FREE of all Freight, Duty, or Other CHARGES to CONSIGNEES.

Kindly Postage should reach this Office before November 9th, New Year before November 14th.

NOTICE.

Estimates for delivery in any part of the World upon receipt of measurement and weight.

MACLEWEN, FRICKEL & CO., 3, DUNDEE STREET, Hongkong, October 30, 1903. 2165

Intimations.

HONGKONG ST ANDREW'S SOCIETY.

ST. ANDREW'S BALL, 1903, will be held in the CITY HALL, on MONDAY, 30th November, 1903.

Scotsmen are invited to subscribe to the above under the following conditions—Subscription, \$25.00 for each Gentleman, or married couple (including Daughters). The Subscription entitles the subscriber to invite one Gentleman guest, or married couple (including Daughters). Each additional Gentleman guest, or married couple (including Daughters) will cost \$6.00.

N. S. BROWN,
Hon. Secretary,
St. Andrew's Society,
c/o Butterfield and Swire,
Hongkong, November 10, 1903. 2270

NEW ZEALAND INSURANCE COMPANY.

FIRE AND MARINE.

ESTABLISHED ... 1889.
CAPITAL ... \$1,000,000.

HAVING been appointed AGENTS for the above Company we are prepared to issue Policies of Insurance at Current Rates.

REISS & CO.,
Agents.

Hongkong, November 4, 1903. 2242

DANUING.

PLEASE NOTE.

MRS. DONALDSON (DAUGHTER OF PROFESSOR F. E. WALLACE, OF THE MOST FAMOUS DANCING ACADEMY, GLASGOW) desire to inform the Residents of Hongkong and District that her Classes are now forming in the CITY HALL, and Beginners who wish to be able to Dance This Season, in time for the Scotch Fall, should not delay enrolling.

BEGINNER'S CLASS Twice Weekly \$10 a month.
ADVANCED CLASS Once a Week \$7

CHILDREN'S CLASS Once a Week \$4
PRIVATE CLASSES or PUPILS may be arranged.

Pupils enrolled at the ROBINSON PIANO CO., LTD.

Hongkong, November 2, 1903. 2238

PURE LINSEED OIL

Awarded Bronze Medal at the Paris Exhibition, 1900.

Gold Medal at the Indian Industrial Exhibition, 1888, 1900 & 1901.

MANUFACTURED BY THE GOUPRE CO. LTD., CALCUTTA.

Contractors to the Military and Public Works Departments, State Railways, and all large Consumers throughout India, the East, and the Colonies.

W. R. LAXLEY & CO., Sole Agents, HONGKONG.

Cable Address 'LAXLEY,' Hongkong.

Hongkong, July 22, 1903. 1519

THE POPULAR SCOTCH IS BLACK & WHITE



JOHN BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.

By Appointment to H. M. THE KING and H. H. THE PRINCE OF WALES

Supplied at all the leading Cafes and Hotels, and to be obtained from LANE & CRAWFORD & CO., Queen's Road Central.

Business Notices.

W. S. BAILEY & CO.

Engineers, Shipbuilders, Boilermakers, Blacksmiths, and Brass and Iron Founders.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS, TUGS AND FAST STEAM-LAUNCHES.

Pumps, Packings, General Stores, and Engineers' Tools of Every Description.

OFFICES & SALES-ROOMS, 60 & 62, QUEEN'S ROAD CENTRAL.

W. S. BAILEY, M. NECHIE.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.

PLANS, SPECIFICATIONS AND TENDERS.

Consulting and Superintending Engineers and Surveyors.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

MONAM, 2,353 tons, Captain H. D. Jones.
POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
PATSHAN, 2,299 tons, Captain A. W. Dixon.
HANKOW, 3,072 tons, Captain C. V. Lloyd.
KINSHAN, 2,600 tons, Captain J. J. Loxius.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), and at 8.30 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

LEUNGSHAN, 1,598 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 2 p.m. (Sunday excepted).
Do, from Macao to Hongkong daily at 8 a.m. (Sunday excepted).

Canton-Macao Line.

LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE H.K., C. & MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

SAINAM, 588 tons, Captain B. Branch.
NANNING, 569 tons, Captain C. Butchart.
TAK HING, 618 tons, Captain H. D. Thorne.

Departures from Canton and Wuchow about five times every week. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel, or of BUTTERFIELD AND SWIRE, Agents, CHINA NAVIGATION CO., LTD.

MAC LAREN'S CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from LANE, CRAWFORD & CO., SOLE AGENTS.

Hongkong, May 6, 1903. 933

FAIRALL & CO. NEW BALL AND EVENING GOODS, COMPRISING—

Lace Sequins Robes, Gowns of Crepe de Chine, Evening Blouses, Stoles of Lace and Fur for Evening Wear.

TAFFETA, SATINS AND BROCADES IN ALL COLOURS. EVENING GLOVES AND SHOES.

Hongkong, November 4, 1903. 1656

THOMAS P. HALL,

FOR many years Master in the Services of DOUGLAS STEAMSHIP CO., LTD., has the honour to inform the Shipping and Mercantile Community that he has this Day established himself as a MARINE SURVEYOR.

T. P. HALL, 1, Prince's Building, 3rd Floor. Telephone 418.

Hongkong, August 24, 1903. 1647

WILLIAM MACLEOD, D.D.S., DENTIST.

11 & 12, BRACONSFIELD ARCADE, Hongkong, September 22, 1903. 1758

DR. WILSON, DENTIST.

LATEST AMERICAN METHODS.

REASONABLE PRICES.

NO CHARGE FOR EXAMINATIONS.

DR. NEWELL WILSON,

31, QUEEN'S ROAD CENTRAL, First Floor, WATKINS' BUILDING, Hongkong, October 29, 1903. 2206

To be obtained at all STORES, CHEMISTS, HOTELS, &c., throughout Hongkong, China and Japan.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos 'Dagger,' 'Demon,' and other well known packings for Piston Rods, etc., suitable for highest pressure Pump Packings, Jointing Material, Asbestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing rings of Asbestos, Rubber and Woodite.

Bell's Asbestos Expansion Tape, Millboard, Insertions, and Rope.

Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large Stock of Engine and Cylinder Oils always in hand.

Bell's Asbestoline—a Solid Lubricant, clear and efficient—1 lb. is equal to from 2 to 4 gallons of oil.

Bell's Boiler Preservative quickly removes existing scale and prevents corrosion—does not injure the plate.

Asbestos Packing Cocks, Stop Valves, and Gauge Columns. Steam Gauges and other engineers' requisites always in stock. Lists and Prices on application.

BRADLEY & CO., Managers, Hongkong.

Opposite 6 DES VŒUX ROAD, opposite King Edward Hotel entrance.

LANE, CRAWFORD & CO.

NEW STOCK OF LINCOLN AND BENNETT'S HATS.

Unshrinkable Underwear.

DRESSING GOWNS,

SMOKING JACKETS.

NEW NECKWEAR.

EVERY REQUISITE FOR EVENING DRESS.

LANE, CRAWFORD & CO.

Hongkong, October 31, 1903.

CUTLER, PALMER & CO., LTD.

(Wine Shippers to China since 1825).

Have always Stocks of their well-known Brandy with

SIEMSEN & CO. 140

Hongkong, 15th July, 1903.

CHAMPAGNES

CHARLES HEIDSIECK

PURVEYOR TO HIS MAJESTY KING EDWARD

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

ARE YOU ALWAYS TIRED?

If you feel tired and sleepy all the time, if your sleep does not seem to rest you, if you haven't got any 'go' in you, or if you have any other symptoms of a rundown system, you should take

COMPOUND SYRUP OF HYPOPHOSPHITES

This preparation is the very best system builder that there is.

It will put you on your feet again. You will lose your 'Don't care' if the whole shooting match goes to smash' feeling. You will want to get out and have something to say about it once more. Try it.

You will not regret it.

WATKINS LIMITED,

CHEMISTS AND DRUGGISTS.

WATKINS BUILDING, HONGKONG.

NOTICE.

FROM This Date Mr. SPENCER SHELLY is authorized to Sign out Firm by Procurator.

HERBERT DENT & CO.

Canton, November 10, 1903. 2260

MADAME FLINT & CO.

LA MODE DE PARIS.

MILLINERY AND DRESSMAKING.

CONNAUGHT HOTEL, Rooms 4 and 5.

Hongkong, September 16, 1903. 1994

Monthly Terms on application.

Hongkong, October 3, 1903. 2037

TANG YUEN.

BOARDING ESTABLISHMENT.

Splendid View of Harbour.

No. 1

THE WATER SUPPLY.

Hon. W. Chatham, Water Authority, sends us the following analysis of the water supply:-

Level and Storage of Water in Reservoirs on the 1st November, 1903:-

	LEVEL	1902.	1903.
Tyuan, etc. 11 in. below overflow	1 ft. 9 in. above overflow		
Below overflow	5 ft. 2 in. below overflow		
Wong Nei Chuen 4 ft. 4 in. in. ab. overflow	5 ft. 1 in. in. ab. overflow		
Tyuan	11 ft. 10 in. 1902.	11 ft. 10 in. 1903.	
Tyuan	41 ft. 2 in. 1902.	54 ft. 6 in. 1903.	
Wong Nei Chuen	40 ft. 1 in. 1902.	41 ft. 2 in. 1903.	
Total	55 ft. 0 in. 1902.	60 ft. 6 in. 1903.	

Consumption of Water in the City of Victoria and Hill District during the month of October:-

	1902.	1903.
Consumption	12,500,000	13,500,000
Estimated population	16,000	23,000
Consumption per head	18.8	19.4 gallons per day

Consumption of Water in Kowloon Peninsula during the month of October:-

	1902.	1903.
Consumption	17,500,000	14,000,000 gallons
Estimated population	16,000	16,000

Consumption per head

per day

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,
Water Authority.

ROUGH VOYAGE OF THE
"SULTAN VAN LANGKAT".

Captain C. E. Rimmers, master of the Royal Dutch Petroleum Co.'s steamer *Sultan van Langkat*, made a formal report to the Consul of the Netherlands at Shanghai on Nov. 6 relative to the voyage of the vessel from Singapore to Shanghai with a cargo of kerosene oil and liquid fuel. The steamer, as will be remembered, encountered a severe typhoon, and it was feared that she was lost. Says the N. C. Daily News:-

Captain Rimmers states that he sailed from the Singapore oil station on the 16th of October bound for Shanghai, and up to the 22nd Oct., experienced excellent weather. On that day, a stiff breeze sprang up, which subsequently became a terrible gale. The sea kept increasing, and became so violent that the deck assumed the appearance of those itself. The gear on deck was badly damaged, and stanchions, turnpikes, etc. were all washed overboard. The engines also suffered greatly by the heavy seas. The storm continued without abating, and on the following day a ship's council was held for the purpose of ascertaining the best method to pursue for the safety of the vessel and its crew. Between decks was filled with water, and as the steamer would not rise by the motion of the sea, it was believed that she was sinking. It was finally decided that the cargo of liquid fuel, which was in the oil tanks forward should be pumped out to lighten the steamer. After two hours work, during which great difficulty was encountered, 27 tons of the crude oil were pumped over the ship's side. This proved to be the solution for the safety of the ship, which being lightened, naturally rose, and rode the sea with more ease. On the 24th October, the storm lost its force, and a calm resulted until the 27th, when again, another terrific gale struck the ship. It was, however, of short duration and no further damage was sustained. It is the opinion of the Captain that the second was the same typhoon as the one encountered on the 22nd. In his report, Captain Rimmers speaks in glowing terms of the conduct of his crew during the gale. The vessel is now undergoing repair to her steam pipes, etc., and unloading her cargo of kerosene. She will probably sail for Singapore in ballast.

"Yes," said the criminal, "I can tell you about a very queer thing that happened to a young fellow in a reformatory." Indeed, said the sociologist. "Yes, he reformed."

THE TRADE MARKS ORDINANCE
1898.

APPLICATION FOR REGISTRATION
OF TRADE MARK

NOTICE IS HEREBY GIVEN that FUNG LEE HING carrying on business at No. 145, Connaught Road Central, Victoria, in the Colony of Hongkong and elsewhere in Tobacco Merchants, on the 23rd day of July, 1903, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Mark:-

The representation of a scroll: on one side of the scroll is the device of a Chinese lion on the side of which is depicted a ball tied with tapes also on the other side of the scroll are four other Chinese Characters 利興名烟

LEE HING MENG YIN, meaning "Lee Hing famous Tobacco" on one corner of the scroll are four other Chinese Characters 瑞興萬記

SHUI SI WAI KEE, meaning "Good omen Lion Trade Mark."

The whole of the above rest on an ornamental design. In combination with the above are six Chinese Characters

粵東馬氏連庄 YUN TUNG FUNG SHE SUEN CHONG meaning "The quality selected and packed by Fung She of Kung Tung" in the name of FUNG LEE HING who claims to be the sole proprietors thereof.

The Trade Mark has been used by the applicants since the month of July, 1898, in respect of the following goods:-

Manufactured and unmanufactured Tobacco in Class 45.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 14th day of August, 1903.

JOHNSON, STORES & MASTERS
Solicitors for the Applicants,
8, Des Vaux Road Central,
Hongkong.

1073

Intimations.



GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from the undesignated Batteries, and on the dates as specified opposite:-

Stonecutters West in a South-Westly direction at a range of about 2,000 yards, on the 20th November 1903.

Lyemun (Swyan) at a range of about 4,000 yards to the North of Putau Chau and 4,800 yards along the Western shore of Jupi Bay, on the 21st November, 1903.

Practice will commence at about 9 a.m. daily and end at 11 a.m. daily, if the range is clear.

If the weather is unfavourable on any of the above dates, practice will be carried out on the 23rd instant.

By Command,

F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, November 11, 1903.

HUMPHREYS' ESTATE & FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING OF HUMPHREYS' ESTATE & FINANCE COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on WEDNESDAY, the 18th day of November, 1903, at Noon, when the Subjoined Resolutions which were passed at a Meeting held on the 31st October, 1903, by the Consul of the Netherlands at Shanghai, on Nov. 6 relative to the voyage of the vessel from Singapore to Shanghai with a cargo of kerosene oil and liquid fuel. The steamer, as will be remembered, encountered a severe typhoon, and it was feared that she was lost. Says the N. C. Daily News:-

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THE CHINA MAIL.

SATURDAY, NOVEMBER 14, 1908.

4

MAIL ADDRESS: "ACHEE," HONGKONG.
L. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

ACHEE & CO.

洋利廣

Temporary Store,
1st Floor,
12, QUEEN'S ROAD.

(above Messrs H. Price & Co.)

Furniture
Dealers.

DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.

ELECTRO-PLATED,
GLASS and
CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

WM. POWELL,
LIMITED.

DRAPERS,

28 & 34, QUEEN'S
ROAD.

For ONE MONTH only.

Ladies'
and
Gentlemen's

Real

Panamas

\$18.50.

Fine Quality

Best Shapes

Beware of Imitations.



TRADE
TELEPHONE No. 135.

MARK.

On November 2, in the Hospital of Dr

BIRTHS.
On November 2, in the Hospital of Dr Margaret Polk, at Shekou, the wife of John Junius, of a daughter.

On October 30, at Wuchow, the wife of H. J. SHARPEY, Chinese Customs Service, of a daughter.

MARRIAGE.

On November 9, at H.M. Consulate General, before Sir Pelham Warren, K.C.M.G., H.M. Consul-General, and afterwards at Trinity Cathedral by the Rev. C. J. Fitzsimons, Synops, B.A., Edward Oxley, youngest son of O. D. Cumming, Esq., of "Haling," Epson, Surrey, to LILLAS MAROARET, eldest daughter of David Brand, Esq., of Shanghai.

DEATHS.

On November 7, at St Joseph's College, at 11:30 p.m., ANNA BASTIAN, aged 21 years.

NOTES. The publication of this issue commenced at 5:30 p.m.

AYALA & CO.'S

Extra Quality,
Extra Dry,

CHAMPAGNE

\$52.00 per Case Bottles

\$55.00 per Case $\frac{1}{2}$ Bottles.

SOLE AGENTS

FOR
Hongkong and the Philippines.

H. PRICE & CO.,

WINE MERCHANTS,

12, Queen's Road Central.

458

MEMOS. FOR TO-MORROW.

MISCELLANEOUS.

Goods per *Sagami* undelivered after this date subject to rent.

MEMOS. FOR MONDAY.

AUCTION.

2.30 p.m.—Auction of the dismantled and caddered ship *C. H. Wijman* at 2, D'Almeida Street, Singapore.

AMUSEMENTS.

9 p.m.—A. D. C. Performance at the City Hall.

MISCELLANEOUS.

Goods per *Sagami* undelivered after this date subject to rent.

GENERAL MEMORANDA.

TUESDAY, November 17.—

2.30 p.m.—Auction of an Assortment of Japanese Curios, &c., at Mr V. J. Remedios' Sales Rooms.

WEDNESDAY, November 18.—

Noon—Meeting of Humphreys' Estate and Finance Co., Ltd., at the Company's Offices.

Goods per *Prinz Heinrich* undelivered after this date subject to rent.

11 a.m.—Government Bills received by Chief Paymaster, Army Pay Department.

THURSDAY, November 19.—

3 p.m.—Meeting of Stockholders of the *Prinz Heinrich* Co., Ltd., at the Co's Office.

Transfer Books of the Hongkong Steam Water Boat Co., Ltd., closed from this date to the 24th November, inclusive.

LOCAL AND GENERAL.

HONGKONG, SATURDAY, NOVEMBER 14, 1908.

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The China Mail.

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LOCAL AND GENERAL.

HONGKONG NAVAL YARD.

PROGRESS OF THE EXTENSION WORKS.

During the past year, a considerable amount of public attention has been directed to the Naval Yard Extension Works in Hongkong. It will be remembered that in the summer months an attempt was made to have the naval and military establishments in the centre of the City of Victoria removed elsewhere, in order to obtain continuous roadways connecting the Eastern and Western portions of the city. Unfortunately, during the agitation that ensued, certain statements were made which were not borne out by fact, chiefly in relation to the foundation of the New Admiralty dock, which is the main feature of the new works now in progress. So persistent were these statements that it was actually believed, by those who had no knowledge of the facts, that unforeseen engineering difficulties had arisen to prevent the construction of the dock on its present site. It was stated, for instance, that the site of the dock was a bottomless pit, and this assertion was put forward as one main reason why the Admiralty should abandon the present situation and undertake the construction of the dock on a new site.

In view of the erroneous impressions that are abroad, some particulars of the works and the progress they have made may not be out of place at the present time.

The total estimated cost of the Naval Yard Extension Works under the Naval Works Act of 1899 is over £1,200,000. About eight years ago, borings were made along the foreshore, and it was upon the data then obtained that the present works were designed by the Admiralty staff in England. Designs and specifications having been issued, tenders were called for, and the work of carrying out the extensive reclamation work and the construction of the dock was entrusted to Messrs Purnell, Lowther and Co., of Cannon Street, London. It was expected that the whole of the work would be completed by the end of 1904, but delays, incidental to all large engineering schemes, were encountered, as elsewhere. The work of construction did not commence until the end of May, 1900, and considerable delay was experienced by the unfortunate loss of the contractor's dredger Canton River, which was sunk off the Praya in the typhoon of November, 1900.

Stated comprehensively, the works comprise the reclamation of the foreshore from Murray Road to Argyle Street, the construction of the Admiralty dock and of a large tidal basin, the training along new lines of the Albany and Victoria Nullahs, the reconstruction of Murray Pier, and the dredging of the foreshore approaches.

The Admiralty dock will be 550 feet long, 95 feet wide at the entrance, 70 feet wide on the floor and 120 feet at the top, with a depth of water on still below very low springs of 30 feet. It will be constructed of cement concrete faced with dressed granite, the floor of the dock will consist of 14 feet of combined concrete and masonry, while the side walls will be 37 feet wide at the bottom, gradually diminishing to 10 feet at low water level. In order to proceed with the construction of the dock, the contractors had to enclose 56 acres of foreshore by means of a cofferdam, the area of which is 17,500 cubic feet of timber was used, while inside the cofferdam some 100,000 cubic feet of timber has been used in supporting the slopes. A large portion of the site was under 20 feet of water at low tide, and some idea of the amount of excavation that had to be done may be learned from the fact that 60,000 cubic yards of earth and rock have already been removed, this being accomplished partly by dredger and partly by coolie labour. At the present moment, the contractors are within fifteen feet of the foundation bottom. The water within the cofferdam has been pumped out and the site is now almost dry. Two 15 inch centrifugal pumps, each capable of pumping at the rate of 5,000 gallons per hour, have been used in this work, but all that is required now to keep down the slight leakage from the cofferdam and the infiltration of fresh water at the head of the dock is a pump of a much smaller capacity. The soil in which the site is being prepared is decomposed granite, which was readied after penetrating from four to six feet of coal formation. This is considered one of the best soils for dock construction, and no difficulty whatever is anticipated in the work. It is expected that the bottom will be reached next month, and a start made soon with the building of the dock walls. While the excavation was in progress, the contractors have accumulated a large stock of broken granite in the vicinity of the dock, for use in the mass concrete work of the bottom and sides, while dressed granite has been prepared at the quarries and in the contractors' works at Matakok, so that as soon as the building commences the public will be able to see the rapid progress that is being made.

There will be 80,000 cubic yards of mass concrete in the dock. The stone for this will be broken by a Gates crusher, made by the Allis Chalmers Company of Chicago, capable of crushing 200 tons of granite daily.

The centre of the dock is about 360 feet from the western boundary in Murray Road,

and the distance from the centre of the dock to the western wall of the tidal basin is 308 feet. The space between the enclosing wall and the dock will be occupied by buildings, while the Chief Constructor's Department will occupy a site lying between the tidal basin and the dock. Piles of Boracay hard wood over 50 feet long and 6 feet in girth are being driven by two steam pile drivers to form the foundation for these buildings. The Chief Engineer's Department, pump engine house, boat-house, etc., will be constructed along the south side of the tidal basin.

This tidal basin is the other principal feature of the Extension Works. It will have a water surface of 91 acres (about 6000 feet square), with a uniform depth at low water of 30 feet, and will accommodate at one time a battleship and several other large vessels undergoing refit or repairs. Since a start was made with the building of the sea wall in November, 1902, very rapid progress has been made by the contractors, and a good idea of the scope of the new work may be obtained by perambulating on the upper levels. The outer area will be 100 feet wide, and is constructed of two supporting sea walls of 2 merots and dressed granite. From a minimum depth of 40 feet to low water level, the walls consist of concrete blocks of from five to seven tons weight, while the superstructure is in an up-to-date concrete and granite. Upwards of 30,000 concrete blocks have already been placed in position. The entrance to this tidal basin is 105 feet wide.

The line of the Naval Yard terminates at the western side of Fletcher Street. To the eastward, the land belongs to the War Department, the reclamation of the foreshore being carried out by the Admiralty in return for concessions made by the military authorities in order to permit of an unbroken Naval Yard from Murray Road to Fletcher Street. As soon as the reclamation is finished, it will be handed over to the War Department, and the construction of new buildings will be carried out by the Royal Engineers staff. From the point of division, the Naval Yard, the seawall is a parallel, rough pitch, set above the low-water line, the foundation being formed of pierro puro. Along the northern front, there will be an iron jetty, with timber superstructure. About the middle of the reclamation, there is a small tidal basin and boat slip.

An unimportant part of the general scheme was the training of the Albany and Victoria Nullahs, two large and deep channels for carrying off the storm water which pours down in a seething torrent from the hills in heavy rainstorms. This involved a considerable amount of masonry work, and has been carried out in an satisfactory manner. The Albany Nullah was diverted from a point north of Queen's Road and taken down the outer western portion of the reclamation, near Murray Road, while the Victoria Nullah is extended 300 feet and carried through the reclamation to the sea at Argyle Street. The reclamation works involved the removal of the Victoria Recreation Club, and the masonry jets known as Murray Pier was absorbed into the naval area. A new pier will be constructed giving access to steam launches and boats opposite Murray Road, near Messrs Butterfield and Swire's offices, and a new site has also been prepared for the bath and boathouse of the V.R.C. As soon as the contractors can release the ground, the Club will be able to commence the construction of the new bath and club house.

The area of the old Naval Yard was about 100 acres. The total area of the Extension Works is 293 acres, exclusive of the tidal basin of 91 acres. Already, a large tidal basin, the training along new lines of the Albany and Victoria Nullahs, the reconstruction of Murray Pier, and the dredging of the foreshore approaches.

The Admiralty dock will be 550 feet long, 95 feet wide at the entrance, 70 feet wide on the floor and 120 feet at the top, with a depth of water on still below very low springs of 30 feet. It will be constructed of cement concrete faced with dressed granite, the floor of the dock will consist of 14 feet of combined concrete and masonry, while the side walls will be 37 feet wide at the bottom, gradually diminishing to 10 feet at low water level. In order to proceed with the construction of the dock, the contractors had to enclose 56 acres of foreshore by means of a cofferdam, the area of which is 17,500 cubic feet of timber was used, while inside the cofferdam some 100,000 cubic feet of timber has been used in supporting the slopes. A large portion of the site was under 20 feet of water at low tide, and some idea of the amount of excavation that had to be done may be learned from the fact that 60,000 cubic yards of earth and rock have already been removed, this being accomplished partly by dredger and partly by coolie labour. At the present moment, the contractors are within fifteen feet of the foundation bottom. The water within the cofferdam has been pumped out and the site is now almost dry. Two 15 inch centrifugal pumps, each capable of pumping at the rate of 5,000 gallons per hour, have been used in this work, but all that is required now to keep down the slight leakage from the cofferdam and the infiltration of fresh water at the head of the dock is a pump of a much smaller capacity. The soil in which the site is being prepared is decomposed granite, which was readied after penetrating from four to six feet of coal formation. This is considered one of the best soils for dock construction, and no difficulty whatever is anticipated in the work. It is expected that the bottom will be reached next month, and a start made soon with the building of the dock walls. While the excavation was in progress, the contractors have accumulated a large stock of broken granite in the vicinity of the dock, for use in the mass concrete work of the bottom and sides, while dressed granite has been prepared at the quarries and in the contractors' works at Matakok, so that as soon as the building commences the public will be able to see the rapid progress that is being made.

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The centre of the dock is about 360 feet from the western boundary in Murray Road,

Oregon pine has been used for the cofferdam and timbering of the dock, and by the time the works are completed 250,000 feet of that wood—or about fifteen ship loads—will have been used; while an equal quantity of Boracay hard wood will have been put into the permanent works. The contractors' engineers speak very highly of the hard wood supplied by the China Boracay Company, Ltd.

For the excavation of the dock site, one of Hendericks' ways is in use, while travelling and floating cranes and derricks, steam pile drivers (the first, we believe, used in the Colony), barges with steam air-pumping gear and other modern appliances have been utilized. The lifting ships, with their steam hammers, lathes, punching machines, etc., are a marvel of completeness. The flotilla of steam launches, barges, etc., comprises thirty-four vessels, and for their repair the contractors constructed their own slipway on the works.

The living staff is made up of 100 Europeans and thirty-five Chinese, divers.

Mr Owen Ordish, Superintendent Civil Engineer, who arrived in the Colony eight years ago, carried out the preliminary surveys, and has supervised the work from the commencement on behalf of the Works Loan Department of the Admiralty. In the construction work by Mr. A. G. Lewis, civil engineer, and a staff of engineers and draughtsmen, the contractors are represented by Mr. A. J. Williams, A.M.I.C.E., assisted by Mr. R. H. King, A.M.I.C.E., five assistant engineers and a staff of draughtsmen. Handicapped by the loss of the Canton River, the contractors have made rapid progress during the past few months, and as most of the work is now above the public will be better able to appreciate the progress that is made during the ensuing six months. Whatever the probable effect on the future development of the city of Victoria, it may be conceded at least that the works now in progress are in keeping with the best tradition of the public service, and that credit is due to the designers, the local representatives of the Admiralty and the contractors' staff, who may be congratulated on the manner in which they have overcome the local difficulties they at first encountered.

OPENING THE RAILWAY AT CANTON.

(From Our Own Correspondent.)

CANTON, November 13.—The Canton-Fatshan section of the Railway will be formally opened Sunday, the 15th inst. The first train to run through will leave Shek Wai Tong at 10.30 o'clock on Sunday morning. A general invitation is given to the public, and a large attendance is expected. The train will be run in two sections. After going over the road and stopping a while at Fat Shan, the guests will return to Shek Wai Tong, where a dinner will be served at 2 p.m. The regular passenger coaches have not yet arrived, and flat cars have been fitted up for the occasion. Mr. William E. Gray, General Manager and Engineer-in-Chief, and his wife and son, arrived here this morning, and will remain about two weeks.

HONGKONG SHARE REPORT.

In their weekly share report, dated 30th November, Messrs Benjamin, Kelly and Potts state:—

During the period under notice business has again been very limited and the only noteworthy movement in the local market has been a rise, owing to the fall in exchange, in the value of Hongkong and Shanghai Banks.

Banks.—Hongkong and Shanghai Banks are about 100% up. The London rate of 293 acres, exclusive of the tidal basin of 91 acres. Already, a large tidal basin, the training along new lines of the Albany and Victoria Nullahs, the reconstruction of Murray Pier, and the dredging of the foreshore approaches.

The Admiralty dock will be 550 feet long, 95 feet wide at the entrance, 70 feet wide on the floor and 120 feet at the top, with a depth of water on still below very low springs of 30 feet. It will be constructed of cement concrete faced with dressed granite, the floor of the dock will consist of 14 feet of combined concrete and masonry, while the side walls will be 37 feet wide at the bottom, gradually diminishing to 10 feet at low water level. In order to proceed with the construction of the dock, the contractors had to enclose 56 acres of foreshore by means of a cofferdam, the area of which is 17,500 cubic feet of timber was used, while inside the cofferdam some 100,000 cubic feet of timber has been used in supporting the slopes. A large portion of the site was under 20 feet of water at low tide, and some idea of the amount of excavation that had to be done may be learned from the fact that 60,000 cubic yards of earth and rock have already been removed, this being accomplished partly by dredger and partly by coolie labour. At the present moment, the contractors are within fifteen feet of the foundation bottom. The water within the cofferdam has been pumped out and the site is now almost dry. Two 15 inch centrifugal pumps, each capable of pumping at the rate of 5,000 gallons per hour, have been used in this work, but all that is required now to keep down the slight leakage from the cofferdam and the infiltration of fresh water at the head of the dock is a pump of a much smaller capacity. The soil in which the site is being prepared is decomposed granite, which was readied after penetrating from four to six feet of coal formation. This is considered one of the best soils for dock construction, and no difficulty whatever is anticipated in the work. It is expected that the bottom will be reached next month, and a start made soon with the building of the dock walls. While the excavation was in progress, the contractors have accumulated a large stock of broken granite in the vicinity of the dock, for use in the mass concrete work of the bottom and sides, while dressed granite has been prepared at the quarries and in the contractors' works at Matakok, so that as soon as the building commences the public will be able to see the rapid progress that is being made.

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For the excavation of the dock site, one of Hendericks' ways is in use, while travelling and floating cranes and derricks, steam pile drivers (the first, we believe, used in the Colony), barges with steam air-pumping gear and other modern appliances have been utilized. The lifting ships, with their steam hammers, lathes, punching machines, etc., are a marvel of completeness. The flotilla of steam launches, barges, etc., comprises thirty-four vessels, and for their repair the contractors constructed their own slipway on the works.

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For the excavation of the dock site, one of Hendericks' ways is in use, while travelling and floating cranes and derricks, steam pile drivers (the first, we believe, used in the Colony), barges with steam air-pumping gear and other modern appliances have been utilized. The lifting ships, with their steam hammers, lathes, punching machines, etc., are a marvel of completeness. The flotilla of steam launches, barges, etc., comprises thirty-four vessels, and for their repair the contractors constructed their own slipway on the works.

The living staff is made up of 100 Europeans and thirty-five Chinese, divers.

Mr Owen Ordish, Superintendent Civil Engineer, who arrived in the Colony eight years ago, carried out the preliminary surveys, and has supervised the work from the commencement on behalf of the Works Loan Department of the Admiralty. In the construction work by Mr. A. G. Lewis, civil engineer, and a staff of engineers and draughtsmen, the contractors are represented by Mr. A. J. Williams, A.M.I.C.E., assisted by Mr. R. H. King, A.M.I.C.E., five assistant engineers and a staff of draughtsmen. Handicapped by the loss of the Canton River, the contractors have made rapid progress during the past few months, and as most of the work is now above the public will be better able to appreciate the progress that is made during the ensuing six months. Whatever the probable effect on the future development of the city of Victoria, it may be conceded at least that the works now in progress are in keeping with the best tradition of the public service, and that credit is due to the designers, the local representatives of the Admiralty and the contractors' staff, who may be congratulated on the manner in which they have overcome the local difficulties they at first encountered.

OPENING THE RAILWAY AT CANTON.

(From Our Own Correspondent.)

CANTON, November 13.—The Canton-Fatshan section of the Railway will be formally opened Sunday, the 15th inst. The first train to run through will leave Shek Wai Tong at 10.30 o'clock on Sunday morning. A general invitation is given to the public, and a large attendance is expected. The train will be run in two sections. After going over the road and stopping a while at Fat Shan, the guests will return to Shek Wai Tong, where a dinner will be served at 2 p.m. The regular passenger coaches have not yet arrived, and flat cars have been fitted up for the occasion. Mr. William E. Gray, General Manager and Engineer-in-Chief, and his wife and son, arrived here this morning, and will remain about two weeks.

Banks.—Hongkong and Shanghai Banks are about 100% up. The London rate of 293 acres, exclusive of the tidal basin of 91 acres. Already, a large tidal basin, the training along new lines of the Albany and Victoria Nullahs, the reconstruction of Murray Pier, and the dredging of the foreshore approaches.

Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIAUTHER FRACHTDAMPFER DIENST.

Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTO in the LEVANTE; BLACK SEA and BALTO PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

R. S. Martens, Capt. Stern, } 21st November, 1903. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

R. S. Martens, Capt. Stern, } 1st December, 1903. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

R. S. Martens, Capt. Stern, } 16th December, 1903. Freight.

FOR NEW YORK, VIA SUEZ.

R. S. Martens, Capt. Stern, } About end of December.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

R. S. Martens, Capt. Stern, } 29th December, 1903. Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.
1569CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

Arriving SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY—SPEED—PUNCTUALITY.

Empress Train Screw Steamships—8,000 Tons—10,000 Horse-power—Speed 19 knots.

Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

R. M. S. IMPRESS OF INDIA 6000 Tons, WEDNESDAY, Nov. 18, 1903.
R. M. S. IMPRESS OF JAPAN 6000 Tons, WEDNESDAY, Dec. 16, 1903.
R. M. S. IMPRESS OF CHINA 6000 Tons, WEDNESDAY, Jan. 13, 1904.
R. M. S. ATHENIAN 2889 Tons, WEDNESDAY, Jan. 27, 1904.
R. M. S. EMPRESS OF INDIA 6000 Tons, WEDNESDAY, Feb. 10, 1904.
R. M. S. TARTAR 4423 Tons, WEDNESDAY, Feb. 24, 1904.
R. M. S. EMPRESS OF JAPAN 6000 Tons, WEDNESDAY, Mar. 9, 1904.
R. M. S. EMPRESS OF CHINA 6000 Tons, WEDNESDAY, Mar. 30, 1904.
R. M. S. EMPRESS OF INDIA 6000 Tons, WEDNESDAY, April 20, 1904.
R. M. S. ATHENIAN 3882 Tons, WEDNESDAY, April 27, 1904.
R. M. S. IMPRESS OF JAPAN 6000 Tons, WEDNESDAY, May 11, 1904.

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the FAMOUS OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC, WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World) the LUXURIOUSITY OF ITS TRANS-CONTINENTAL TRAINS, the Country having won the Gold Medal (highest award in Chinese World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent.

Hongkong, October 21, 1903.

PRINCE STREET. 1113

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, VIA INLAND SEA OF JAPAN,
MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON,
CONNECTED WITH THE OREGON RAILROAD & NAVIGATION CO.STEAMSHIP. TONS. CAPTAIN. HONGKONG.
INDRASAMHA 5197 W. E. Craven December 14, 1903

INDRAVELLI 4899 R. P. Craven January 14, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, October 30, 1903.

NIPPON YUSEN KAISHA.
THE JAPAN MAIL STEAMSHIP COMPANY.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Steamers. Destinations. Sailing Dates.

AKI-MARU, VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA. Nov. at 4 p.m.

TAMBA MARU, KORE AND YOKOHAMA, FRIDAY, 20th, Nov. at Daylight.

HIROSHIMA MARU, MOJI, KOBE and YOKOHAMA, FRIDAY, 27th, Nov. at Daylight.

SADO MARU, MARSILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID, Nov. at Daylight.

BOMBAY, VIA SINGAPORE and TUESDAY, 1st, NOVEMBER, at Noon.

VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA, TUESDAY, 1st, NOVEMBER, at 4 p.m.

SHINANO MARU, W. THOMPSON, NAGASAKI, KOBE and YOKOHAMA, TUESDAY, 1st, NOVEMBER, at 4 p.m.

YAWATA MARU, YOKOHAMA, WEDNESDAY, 2nd, NOVEMBER, at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Apply to

A. S. MIHARA, Manager.

Hongkong, November 11, 1903.

77

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM STEAMERS DUE
GLASGOW AND LIVERPOOL PROMETHEUS 17th November.
GLASGOW AND LIVERPOOL PELEUS 28th November.
GLASGOW AND LIVERPOOL DARDANUS 5th December.
GLASGOW AND LIVERPOOL YANKEE 12th December.

The S.S. PROMETHEUS left Singapore on 10th inst., p.m., and is due here on 17th inst.

The S.S. NINGCHOW, from Tacoma, has arrived.

The S.S. ACHILLES, from Glasgow to Liverpool, has arrived.

HOMEBWARDS.

FROM STEAMERS DUE
GENOA, MARSEILLES & LIVERPOOL * NINGCHOW 20th November.
LONDON & ANTWERP POLYphemus 27th November.
MARESILLES, LONDON & ANTWERP HESYON 8th December.
* LIVERPOOL ACHILLES 15th December.
MARESILLES, LONDON & ANTWERP PROMETHEUS 22nd December.
MARESILLES, LO-DON & ANTWERP DARDANUS 5th January.

The S.S. NINGCHOW, from Tacoma, via Japan, is due here on 15th November.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR STEAMERS TO FAIR
VICTORIA, SEATTLE, TACOMA, and PELEUS 26th November.
N'KI, KOBE & YOKOHAMA.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, November 14, 1903.

183

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, November 14, 1903.

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Hongkong, November 14, 1903.

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BUTTERFIELD & SWIRE, Agents.

Hongkong, November 14, 1903.

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For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, November 14, 1903.

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For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Shipping.

Notices to Consignees.

AUSTRIAN NAVIGATION STEAM COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship CHINA. Captain YVONNE, will leave for the above places on TUESDAY, the 17th inst., p.m. For Freight or Passage, apply to SANDER, WIELER & CO., Agents, Prince's Building, Hongkong, November 9, 1903. 2268

AUSTRIAN NAVIGATION STEAM COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ALLIED PORTS).

THE Company's Steamship NIPPON. Captain KLAUSENBERG, will be despatched as above on THURSDAY, the 19th of November, at noon. For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents, Prince's Buildings, Hongkong, November 14, 1903. 2183

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE H. A. L. Steamship ARAGONIA, Captain FONST, will be despatched for the above Ports on FRIDAY, the 20th inst., at 5 p.m.

For Freight, apply to HAMBURG-AMERIKA LINE, Hongkong Office. Hongkong, November 12, 1903. 2271

FOR CHEMULPO, DALNY AND PORT ARTHUR. CALLING AT SHANGHAI.

THE Steamship SULIBORG, Captain MEYER, will be despatched for the above Ports on SUNDAY, the 22nd inst., at Daylight.

For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office. Hongkong, November 11, 1903. 2283

INSURANCES.

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at Current Rates.

HOTZ, sJACOB & Co. Hongkong, March 31, 1903. 733

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. TOTAL FUNDS AT 31st DECEMBER, 1902, £18,758,771.

Authorised Capital £3,000,000 Subscribed Capital £2,750,000 Paid-up Capital £2,687,500 0 0 Fire Funds £2,687,215 14 10

HAVING been appointed AGENTS of the above Company are prepared to accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co., Agents. Hongkong, June 20, 1903. 1537

MARTIN'S CAPIOL & STEEL PILLS FOR LADIES.

A Patent Remedy for all Female Complaints. The only Remedy for the cure of the System & timely removal of all the various Complaints of the Female, hence their popularity. All Chemicals and Drugs, or poisons of MARTIN'S SOUTHAMPTON LABORATORY.

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MR. W. C. JACK,

Member of the Institute of Naval Architects. Late Assistant Manager at Kowloon Dock.

AS the Honour to inform the public that he has this day commenced business as CONSULTING ENGINEER and SURVEYOR in Hongkong.

Hongkong, 1st March, 1903.

E. C. WILKS & CO.,

AGENTS for the Construction and Sale of Ships, Marine Engineers, Naval Architects and Surveyors.

Collisions and Damages Surveyed for Insurance Companies.

Ship's DESIGNS and SPECIFICATIONS.

TELEGRAPHIC ADDRESS—

MARINENWORK, HONGKONG.

Codes used A. 1. and A.B.C. 4th and 5th Editions.

Hongkong, March 24, 1903. 645

MINERAL ASSAYS & ANALYSES.

THE YANGTZE VALLEY COMPANY, LTD., having its own well-equipped Laboratory, is prepared, in order to assist in the Mineral Analysis of China, to do assay work of all descriptions. Quantitative Analyses, and to classify minerals for Mine Owners and others.

Mines as well as Minerals of Economic value purchased and consultations arranged by appointment.

Terms moderate.

Address: THE LABORATORY, 49, Szechuan Road.

Cable Address:

YANGTZE, Shanghai.

6th October 1901. 726

Banks.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1896.

AUTHORIZED CAPITAL ... £10,000,000

PAID-UP CAPITAL, " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES,

PENANG, SINGAPORE, TIENTSIN.

PEKING.

BRANCHES AND AGENCIES,

CANTON, CHFOO, HANKOW.

PEKING.

BRANCHES AND AGENCIES,

PEKING, SINGAPORE, TIENTSIN.

PEKING.

